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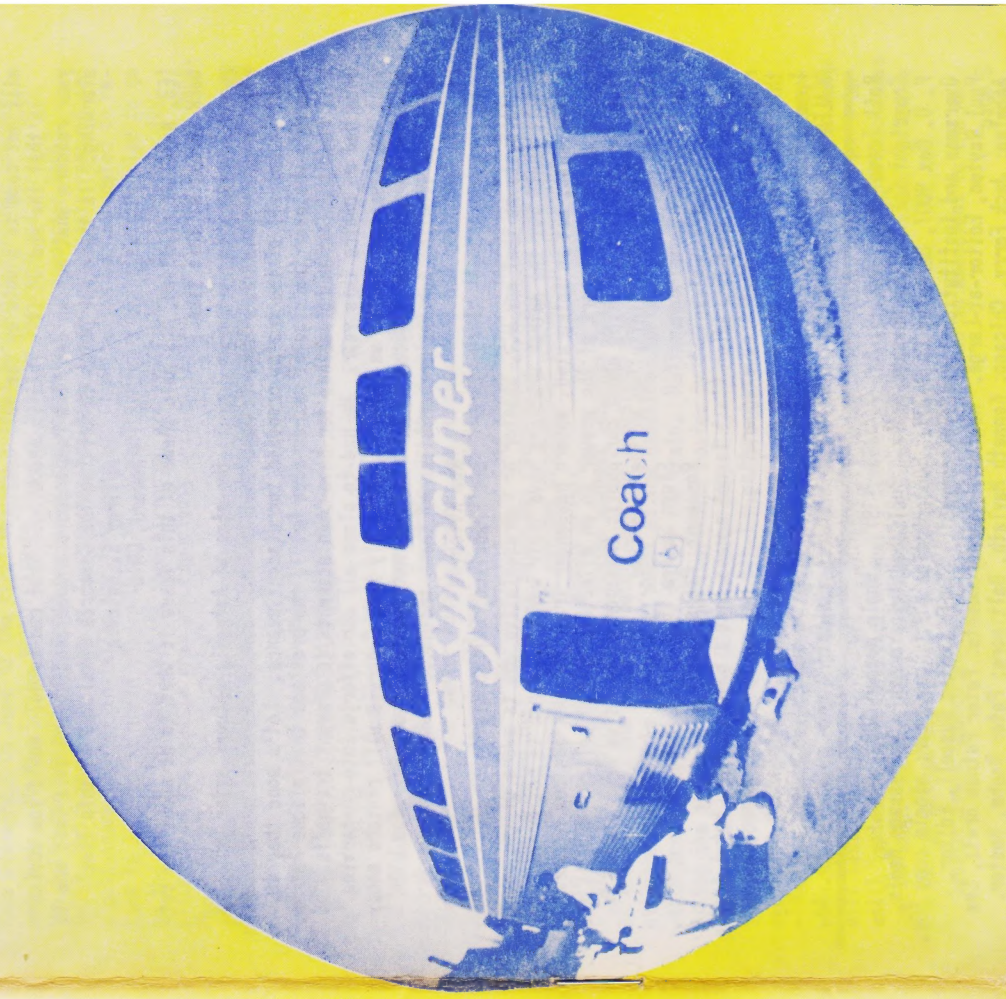
RAIL TRAVEL NEWS



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Railway Passenger Car Annual

At long last we have finished compiling Volume 4 of the RAILWAY PASSENGER CAR ANNUAL. Our printer has been co-operative and we have the book in stock ready for immediate mailing.

As in past issues this valuable compilation contains a listing in numerical order of all Railroad, Operating Authority, and Transit passenger cars in active service during 1978 showing prior owners, names and numbers, builder and year built.

Besides showing disposition of all cars retired in the past couple of years, we have a special feature in this volume showing the complete disposition of over 400 Amtrak cars sold since the energy crises in 1974.

Note: The amount of material to be included in the Private Owner and Museum section has become so great that this will have to be covered in a separate Volume from now on. You will be advised of this volume and the price as soon as we can schedule a publication date. Our goal is to have this out before Christmas 1978.

168 pages.....$6.75.....6x9".....Softbound.

CONTAINS FLOORPLAN AND CUTAWAY SIDE DIAGRAMS OF AMTRAK'S NEW SUPERLINER CARS

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Letters

What is there left for us to do to help stop the Administration's present 43% cutback of Amtrak? A person feels so helpless this week. I wrote the entire Senate (except Herman Talmadge) and over 50 members of the House. The replies for the most part have been negative--against Amtrak.

Either the Congress is (1) grossly misinformed, (2) totally stupid, or (3) bought off by the auto/petro industry. Their answers are amazing.

Senator William S. Cohen's reply today is the most alarming: "...The Department of Transportation has concluded that without substantial restructuring, the rail passenger service might have to become nationalized by 1985 if the railroads are to remain a viable system. DOT estimates that without its program, American taxpayers could be charged an additional 4 billion a year to maintain passenger and freight rail service... Senators Leahy and Schmitt have introduced such resolutions (to overturn the DOT proposal), but the Commerce Committee failed to report them for floor consideration. It appears at this time that this issue will not come to a vote by the full Senate."

Is that the end of it? This is shocking! What can we do? Would you advise your readers what we can do? The responses are dumbfounding and this last one is alarming. Is there any point in writing the Commerce Committee at this time?

Jeffrey E. Wetmore
Howard, Ohio

(Ed. note: As promised, the main theme of this issue is what to do about the cutback threat at this time.)

As I write this letter on June 1, the size of Amtrak's network after Oct 1 is still a question mark. There is hope that the full Senate and House could restore most if not all of the trains proposed for discontinuance. Let's hope they do. However, whatever the size of Amtrak come Oct 1, the problems that plague Amtrak will remain. Our energies thus far have been attempts to prevent trainoffs. We have had no choice this year. We had to place all our efforts into preserving what few passenger trains we have. I certainly hope Congress will restore money to maintain Amtrak's services so that we need not devote all our energies all summer to fighting for the preservation of these trains...

Ron Kilcoyne
San Francisco, California

It beats me that any U.S. Senator or Representative who is aware of the energy crisis could let the Amtrak wreckers have their way... Amtrak is not perfect by a long shot, but an integrated, modern passenger train network and bus network can be an important part of the answer to an effective energy policy. NOW is the time for creative thinking about our public transportation is we are to save imported fuel and fight inflation at the same time...

Elwyn Seelye II
Rosemont, Pennsylvania

I am happy that Mr. Adler (last issue) agrees that I have a gripe, but I deeply resent his remark that I am exaggerating. I did not exaggerate my experiences this past February in any manner as I am not in the habit of doing such a thing. I reported everything exactly as it happened to my Scouts and me aboard the MONTREALER and the ADIRONDACK. Neither do I travel via Amtrak once a year as Mr. Adler insinuates. I travel it often both with my family as well as in my position as a Scoutmaster. Rarely on any of these long or short distance trips have I met Amtrak or Conrail employees who were conscientious and who cared about the welfare of their passengers...

Dr. Allan H. Toub
Hillside, New Jersey

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $12.00 per year; single copy 50¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.

ON THE COVER

Amtrak Superliner coach no. 34035 in a fisheye lens view as it was on display at Oakland CA on May 17. The new bilevel coach, having been displayed at the Los Angeles depot anniversary (see last issue) was moved to San Jose for a May 16 display and then proceeded northward. All Amtrak Superliners were out of service for a time starting in late May when cracked bolts were discovered in trucks on the new cars. Amtrak said the problem was remedied by tightening bolts so they would not move laterally. In addition, it was found that one bolt on the truck pointed upward so that it would fall out if the nut were lost. The bolt was reoriented to face downward. On June 13 the first Western revenue runs of Superliner coaches were made. On the 5:30pm MOUNT RAINIER leaving Seattle for Portland (train 797) the following Superliner consist was used: F40 engine #217 and coaches 34040, 34037, 34015 and 34016. One of the coaches had some lower-level seats removed and a cold-snack counter installed for food service. The consist was scheduled to return to Seattle as train 796 on June 14. Superliner cars are also scheduled to go on the PACIFIC INTERNATIONAL as soon as enough are available. Amfleet cars displaced from the Seattle area are reportedly shifted to the crowded SAN DIEGAN runs. Photo by RTN.

AS AMTRAK RIDERSHIP SOARS, ADMINISTRATION HAS "SECOND THOUGHTS" ABOUT ROUTE CUTBACK PLAN

The Carter Administration is reportedly having "second thoughts" about the 43% Amtrak route cutback it planned. Reporting in the Washington Post June 12, Bill Jones wrote that the Carter Administration the previous day had said that later in June the DOT and Amtrak will meet to review rising ridership figures and consider the possibility of saving some routes that have shown strong increases recently. The article noted that the White House was responding to letters from Senators and Congressmen "piling up" about the obvious discrepancy between planned passenger train cutbacks and the present energy crisis.

Altho the deadline of May 23 passed without Congress passing a formal rejection of the DOT plan, the strategy being taken by legislators is to wait and watch the evidence of Amtrak's usefulness mount as the gasoline shortage and other transportation problems lead more people to try the train. Rail supporters in Congress are taking the strategy of restoring individual routes by increasing Amtrak's budget rather than rejecting the DOT plan outright. The Senate will be finishing work on its version of the Amtrak bill this month, while the House is not expected to act until July or possibly later in the summer.

But a DOT spokesman, according to the Post, said that the agency is still happy with the 43% cutback plan, and questioned how long the present rail ridership surge will last. Amtrak's Alan Boyd (according to the article) stated that it won't be until September ridership figures are in that the true picture of ridership changes can be seen. He predicted "greater and greater" demands upon the Amtrak system as the energy crunch continues.

Senator Frank Church of Idaho was preparing to propose an amendment to the Am-

trak funding bill that would freeze the present system for one or two years.

One of the main reasons for the growing support for Amtrak is the vastly increased business Amtrak has been experiencing this spring in the wake of the current gasoline shortage (and assisted also by airline problems). For the month of May, Amtrak found dollar value of sales from new reservations up 72.5% above May of 1978 (estimated $33,000,000 against $19,128,342)--these sales being those by Central Reservations Offices only. Total Amtrak tickets sold by the Automatic Ticket Machines in May was 1,105,913, compared to 922,655 in May, 1978--a 19.9% increase (Automatic Ticket Machines represent about two-thirds of all Amtrak tickets sold). Telephone call volume in May was also record-breaking: there were 6.8 million attempts to call Amtrak reservations centers, compared to 1.7 million a year earlier; 4.8 million busy signals were recorded, compared to 92,000 in 1978; 1.9 million customers completed their calls, compared to 1.6 million before; and in both months 1.5 million calls were handled by an Amtrak agent (Amtrak said the number handled was actually down 3% because the average call length was longer this May--4 minutes compared to 2.5 to 3 minutes in May 1978--a fact that probably reflects the lack of experience with train travel of many callers this year).

Chicago Union Station is the only major station that counts passenger volume, and it tallied 40.6% more passengers on the Memorial Day weekend than it did the same weekend of 1978. On the rapidly-growing Los Angeles-San Diego line, the six daily roundtrips in May carried 148,324 passengers, an average of 4784 per day. This ridership figure appears to break the previous monthly record for the route set by Santa Fe in 1947, when about 125,000 passengers were carried. At the present rate, Caltrans is estimating over 1 million SAN DIEGAN passengers this calendar year, likely to break the previous yearly record of 1,026,389 set in 1947 (according to Public Utilities Commission records). The May 1979 SAN DIEGAN ridership also compares to 88,826 in May 1978--an increase of about 60,000 passengers.

The Wall Street Journal called this summer Amtrak's "busiest summer", and noted that its car fleet has shrunk from 2000 when it began operations in 1971 to about 1400 now. During the month of May Amtrak turned away 756,000 potential customers (of those who were able to get thru to a ticket clerk) because of its equipment shortage. "If we had another 1000 cars, we could fill them up today" Amtrak's Joe Vranich told a UPI reporter. The 756,000 turned away was a record for Amtrak, and clearly points up the need for more passenger cars.

In the last issue of RTN it was noted that Amtrak was putting up a number of conventional passenger cars for sale, with bids to close May 30. However, shortly before bids were to close, Amtrak president Alan Boyd learned of the car sale and placed a moratorium on such sales, except for cars very badly damaged. Most of the cars on the May sale list were described as only "minimal work required." The list included cars of all types, including four domes, #9351, 9355 (ex-SUPER CHIEF cars), ex-SP lounge 9372, and dome coach 9420.

On June 7 the House approved a supplemental appropriations bill for the present fiscal year for Amtrak, in the amount of $90 million (last year $600 million was authorized, but only $510 million appropriated). This amount, to carry Amtrak thru this September, includes $29 million for purchasing eleven AEM-7 lomotives from General Motors for the Northeast Corridor, bringing the total on order from 15 to 26. The Senate Appropriations Committee was expected to act on the bill soon.

But the supplemental bill is separate from the Amtrak Improvement Act which will deal with the DOT's cutback proposal. Legislators have already made moves that will most likely save several routes from extinction. Those most likely to be retained include the MONTREALER, the CARDINAL, and one of the two NY-Florida trains planned for extinction. In addition, a Los Angeles-Las Vegas-Ogden train seems assured, and the SAN FRANCISCO ZEPHYR and SOUTHWEST LIMITED are expected to remain in the system, in part because of high startup costs of the DOT's proposed combination and re-routing of the two. The CRESCENT seems safe also.

It is usually stated also that "perhaps" one of the trains to Texas might be saved--presumably either the LONE STAR or the INTER-AMERICAN. Senator Frank Church vows that he will save the PIONEER. And Senator Robert Duncan (see our item regarding his anti-passenger train stance in last issue) on June 12 offered an amendment for joint federal-state funding in the amount of $10 million to keep the PIONEER running in the state of Oregon.

The most highly threatened trains include the FLORIDIAN, NORTH COAST HIAWATHA, HILLTOPPER, SAN JOAQUIN, NATIONAL LIMITED, MOUNT RAINIER, PACIFIC INTERNATIONAL, and LONE STAR. The fight in Congress over the Amtrak Improvement Act of 1979 is expected to run well into the summer, and rail supporters can help now by continuing to write their Senators and Congressmen in support of threatened train service. Time appears to be on the side of rail supporters, because it is generally agreed that the longer the legislation takes to completion, the more pressure there will be to avoid rail cutbacks. The gasoline shortage is expected to continue at least thru the summer, and Amtrak ridership should be setting records. Altho occasional optimistic notes about gasoline availability appear in the press, the most authoritative analyses of the situation, such as the Wall Street Journal's summary of June 15, indicate that oil production is a touch-and-go matter, and that the political situation in Iran could at any time set off an increasingly difficult worldwide shortage that would have many negative features but one that would help supporters of rail passenger service.

Two threatened trains side-by-side at St. Louis on May 6: the INTER-AMERICAN (left) and the NATIONAL LIMITED. At far left is trailer used as station. Pete Bretz photo.

Thus the energy problem is expected to remain with us, and will continue to be one of the most effective arguments for supporting train service.

Besides focusing on route retention, rail supporters will emphasize the question of Amtrak equipment. The Amtrak car shortage is critical, and is frequently cited as the major stumbling block to new service or expansion of existing service (or even to maintenance of traditional service, as in the case of the reduction from daily operation on the two Chicago-Seattle routes). Amtrak itself is lobbying for more capital funding for new equipment, and seems to be hearing the voices of rail lobbyists who are calling for retention and rebuilding of existing conventional passenger cars. The above-cited Washington Post article reported that Alan Boyd has asked his company's officials to contact the Budd Company to determine how long it might take to obtain new cars from them. And Amtrak has also contacted Canadadian and Mexican railroads and Western European car manufacturers in a search for additional equipment. A Wall Street Journal article of June 5 is an important public documentation of Amtrak's car shortage. It notes that the Amtrak car fleet has declined by an average of about 75 cars per year since Amtrak's inception. This year the fleet will be about 125 cars fewer than last year, while passenger demand will be much higher. Amtrak will have only 379 coaches in service by Labor Day, the article reports, compared to 401 in summer 1978; only 72 diners compared to 92; and 135 sleepers compared to 191. These figures take into account the new Superliner cars being delivered, of which 47 should be running by September.

Rail supporters will be pressing for capital funds and route retentions for Am-

trak by keeping pressure on their legislators. Several weeks remain for the bulk of this work to be done. Beyond that, other strategies for rebuilding our rail passenger system will be needed. RTN will continue reporting on this matter in the following issues.

AMTRAK CUTBACKS: A CARTOONISTS' FIELD DAY

Editorial cartoonists have long played a significant role in shaping public opinion on political matters, and in the current debate over whether to cut back Amtrak, newspaper cartoonists have found an appealing subject matter, and their results have doubtlessly been influential in putting pressure on legislators and the Administration to retain rail service.

Perhaps the most widely reprinted anti-cutback cartoon is the Herblock creation we described previously, showing Jimmy Carter nailing a "closed" sign on a railroad station, while motorists in a gas line to a service station marked "closed" look on in dismay. Other notable cartoons include:

***A Kansas City Star cartoon shows a family at an Amtrak station where a sign reads "No more trains by order of Congress." The father hands his car keys to his son, saying "So much for pleasant, fuel efficient surface mass transit--go home and get 'guzzler'".

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(continued on page 20)

CALIFORNIA PROPOSES NEW RAIL PLAN

California's Governor Brown on May 31 announced a new plan for funding rail travel projects in the state. Brown proposes to fund new passenger and commuter train projects with an excess profits tax on oil companies operating in the state, and by increased state revenues from gasoline taxes, resulting from the increasing cost of gasoline. These sources would raise $500 million and $610 million respectively, while $353 million would come from the state's highway account. Other sources would bring the total budget to $1.8 billion over a 5-year period. The money would be used as follows: $112 million to expand rail commuter service in Southern California; $20 million for expanding intercity rail service; $150 million for building more commuter rail lines; $44 million for new transit stations and commuter parking lots; $600 million for subsidies and bus purchases for transit systems; $149 million for new bus and car-pool freeway lanes; $12 million for expanded bicycle facilities; and $200 million for energy development and research.

The Southern California rail commuter service would run between L.A. and Oxnard and between L.A. and San Bernardino, using SP and ATSF lines respectively. Caltrans envisions two trains each way to begin with on these routes, required about 30 cars to be leased or purchased--perhaps 60 trains from Toronto. Later, 3 trainsets for each corridor would be desired.

Intercity rail service improvement would include the planned overnight Sacramento-Southern California train and two daily Sacramento-San Jose runs.

Commuter rail line construction would cover improvements to the San Francisco Muni Railway, construction of a rail transit system in Sacramento, and a Wilshire Boulevard rail line in Los Angeles.

Additional rail commuter service between Orange County and L.A. would also be funded. The state legislature must now approve the transportation plan.

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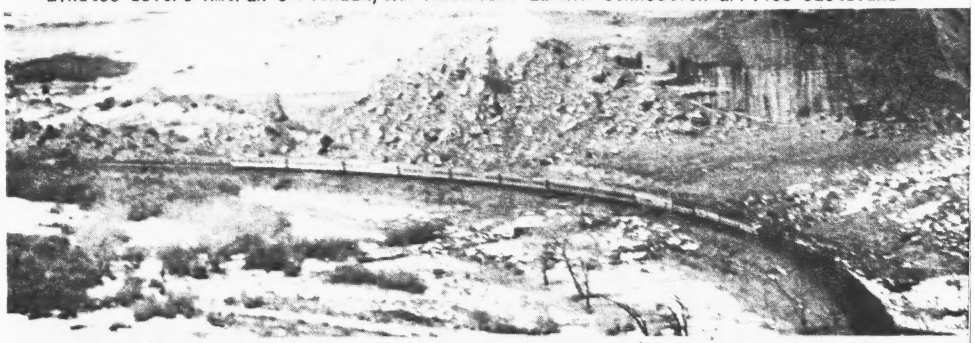
ICC SAVES RIO GRANDE ZEPHYR RUN

The Interstate Commerce Commission on May 31, at the last possible date, ruled that the D&RGW cannot drop the segment of the RIO GRANDE ZEPHYR between Salt Lake City and Grand Junction. The ruling came on a 4-1 decision, with Commissioner Robert C. Gresham dissenting. Public reaction in the discontinuance case was felt by an ICC attorney to have been the deciding factor in saving the famed passenger train run. The ICC criticized the railroad for presenting alleged loss figures that cannot be documented. A railroad attorney said his company might appeal the case. The railroad must continue running the train over the full route until at least May 31, 1980, at which time it can again apply for discontinuance. The ICC said that it can order only one year's continuation at a time. A check by RTN locally revealed that in late May the railroad was not accepting reservations beyond the expected termination date, and travel agents were unable to confirm a number of customers' itineraries. The ZEPHYR still departs Salt Lake City at 7am, just ten minutes before Amtrak's PIONEER/SAN FRANCISCO ZEPHYR connection arrives eastbound



On the RGZ's scenic run. Aerial photo by Paul Rayton. (A correction: The RGZ photo on pages 12-13 of issue 187 was taken at Soldier's Summit, Utah.)

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to maximize revenues." One reader reports that Amtrak's computer terminals carry no information on the RIO GRANDE ZEPHYR. The train is the last remaining non-Amtrak long distance passenger train in the U.S.

RAIL CANADA

CANADIAN TURBO DESTROYED NEAR MONTREAL

One of VIA Rail Canada's three TurboTrains was destroyed by fire at Iroquois, Ontario, about 135 kilometers from Montreal, the evening of May 29. The afternoon train from Montreal to Toronto suddenly caught fire in an isolated area, possibly because of faulty wiring in the front power car. The fire began in the power car and spread to the next two cars before it was extinguished. The 205 passengers and 6 crew members escaped without panic, and had to walk about 3 kilometers to a rail crossing and wait 3 hours before being picked up by a Rapido train. The three cars were damaged beyond repair, the thin aluminum skin melting in the blaze, as it did in previous fire incidents with the UA-built Turbos. VIA Rail suspended its Turbo service, at least temporarily, indicating it could not operate the service with only two trainsets. VIA contacted Amtrak to inquire about buying its Turbo equipment. Amtrak has 3 trainsets in mothballs at Philadelphia's 30th St. station. It was the third time a Canadian Turbo had caught fire. In Sept 1975 a Turbo power car burned near Riviere Beaudette, Que., and on Jul 20, 1973 a CN Turbo being delivered to Amtrak was sideswiped by a freight train and was destroyed by fire at Lachine, Que. (see photo and report in RTN #64). Observers are concerned that the latest incident might mean the end of Turbo service for VIA.

SUMMER TRAIN SCHEDULES effective from Jun 17 to Oct 27 were available in Canada about a month before the effective date. VIA put out a 52-page system timetable with full-color cover picturing the SUPER CONTINENTAL in the Rockies. Major schedule changes were reported here previously. The timetable also lists connecting Amtrak trains, the Seattle-Victoria "Princess Marguerite", and the Vancouver-Nanaimo "Princess of Vancouver".

TRANSPORT 2000 CANADA (Alberta branch) advises that a Western Canada toll-free number has been arranged for Canadians to make Amtrak reservations and get information. The number is 1-800-263-8170.

VICTORIA-COURTENAY DAYLINER has been hit with a massive 20% fare increase. VIA Rail's fare structure consists of code numbers which are applied to a table giving the fare. The recent "5% average" fare increase produced little or no change in charges aboard the E&N Dayliner, so VIA decided to up the code numbers. This boosted the one-way Victoria-Courtenay fare from $8 to $10, and the popular 3-day excursion fare from $10 to $13, a 30% increase! Additionally, the boost in the minimum fare from $3 to $4 has hurt local traffic.

* * *

VIA RAIL CANADA plans to operate dome cars on the Montreal-Gaspe train out of Central station starting next fall, it has been learned. The train's dome, probably one of the Skyline series, will run part-way due to clearance restrictions. It is also expected that a Park car will run from Central Station to St. John, N.B. and on to Halifax on the new Maritime rail route. This represents an extension of the ATLANTIC LIMITED route, formerly CP Rail, now running only as far as St. John from Windsor station. Two tracks in Central Station have been modified by the removal of catenary to accept dome equipment.

SOUTHERN RAILWAY PASSENGER cars 835, 834, 837, 3787 and dome 1613 have shown up on the Montreal waterfront, destination unknown.

A CP RAIL sulpher train derailed in Fraser Canyon on May 20, causing traffic to be detoured over CN until about midnight. The same weekend, a VIA Rail passenger train was being blamed for causing sparks that started a number of brush fires

along the CP Rail line northwest of Renfrew, Ont., tho no faults were reported in the VIA equipment. The fires occured May 18. And VIA passengers were bused around a freight derailment, between Moncton and Sackville N.B. on the 18th and 19th.

CANADIAN TRANSPORT COMMISSION has confirmed Transport 2000's contention that not all of last winter's passenger train delays were related to adverse weather. The CTC reported that last Nov, Dec and Jan only 8.7% of VIA's delays were weather-caused. It said that "32.4% were due to operating factors, such as meets, switching and traffic congestion. In addition 32.9% of the delays related to servicing time and bad order equipment, 12.2% were related to passenger associated delays, connections, etc., 5.1% were caused by accidents, including mishaps to other trains, and 8.7% were due to plant maintenance and signal failures."

ONTARIO NORTHLAND RAILWAY runs its POLAR BEAR EXPRESS from Cochrane to Moosonee ("Gateway to the Arctic") daily except Friday from Jun 23-Sep 3. Excursions into this area inaccessible by highway leave at 8:30am and return by 9:20pm. Adult fare is $20, children 5-12 and senior citizens $10. Phone 705-472-4500 ext 217.

VIA RAIL'S CANADIAN derailed about 45 kilometers east of Revelstoke B.C. early on Jun 3 due to a rock and mud slide. There were no injuries among the 240 aboard. Three cars were reportedly derailed, including one sleeper.

NEW TRANSPORT MINISTER for Canada, following the May national election, is Don Mazankowski, who replaces Otto Lang.

URBAN-SUBURBAN TRANSIT

HEARINGS ARE SET on Conrail's proposed discontinuance of the Chicago-Valparaiso commuter trains. The ICC's hearings will be in Chicago on Jun 25, 26 & 27; in Whiting IN on Jun 27; in Gary IN Jun 28; in Hobart IN Jun 29; and in Valparaiso Jun 30.

THE GASOLINE SHORTAGE was felt in California first, and then began spreading eastward. Increased public transit ridership has followed the gas lines around. SP's commute line reports a 10% ridership gain, and for a time an extra car, an ex-SHASTA DAYLIGHT coach, was added to the trains. The American Public Transit Association reports jumps in ridership "all over the country". SEPTA and the Long Island Rail Road reported 5% gains. While transit ridership is up, highway travel is dropping, reports the DOT. The DOT said California had 10-15% less travel on highways in the early months of 1979. Since the 1973 energy crisis, highway traffic for the nation as a whole has increased 16%. The recent Memorial Day weekend saw the lowest travel counts. The DOT surveyed the rural Interstate system (reflecting long-distance travel) and found Arizona down 22%, Georgia down 8%, Michigan off 16.5%, and North Dakota down 23%.

THE LONG ISLAND Rail Road's president appeared on nationwide TV news late in May and told of heavy ridership with no new cars in sight. The LIRR told us that the mostly pre-1930 MU cars have been scrapped. Their roster now includes 764 of the latest Budd Metropolitans in electrified MU service, plus 224 modernized cars in diesel-haul service (75 trailers, 138 push-pull, 11 miscellaneous). Forty-five of the diesel-train cars are converted from the 1955-and-later MU cars, with 27 awaiting conversion to push-pull.

ATLANTA'S MARTA ANNOUNCED May 31 that it may start operations on its East Line on Jun 30 instead of Jul 1; starting under the old Federal budget will qualify it for an extra $500,000 in Federal money. The West Line is now being tested with cars.

THE CALIFORNIA DEPARTMENT of Transportation on May 24 asked approval for light rail studies for Sacramento (Sacramento-Folsom) and for the Santa Clara Valley Corridor (central San Jose-Almaden/Edenvale). At the same time Caltrans said it will accept applications from agencies for projects to improve multi-modal transfer, as in the Richmond CA Amtrak-BART-bus station project.

SAN FRANCISCO'S CABLE CARS are down for repairs, will operate again on July 4.

NARP REFUTES RAIL ENERGY REPORT

Amtrak's national passenger network is saving energy now, and within a few years will save about 1700 BTUs of energy for every passenger mile it handles OUTSIDE the Northeast Corridor. This claim is supported in a 22-page document released June 5 by the National Association of Railroad Passengers. The critique, prepared for NARP by its executive director, Ross Capon, refutes claims made earlier by a Congressional Budget Office (CBO) report. NARP found:

***CBO labelled 1977 data as "current" and therefore did not take into account the record-breaking ridership increases Amtrak began experiencing during the current fiscal year even before the gas shortage began;

***CBO assumed the efficiency of air and rail equipment would improve at the same rate even tho airlines now operate modern equipment and most long-distance trains still use 30-year-old cars;

***CBO examined buses and trains solely as competitors, ignoring the fact that ridership on both modes is now near the limits of available equipment. CBO also neglected to consider the extent to which Amtrak, as a connecting carrier, is and can bring business to bus routes they might not otherwise get;

***"CBO acknowledged that it did not examine individual routes outside the Northeast Corridor, and our appendix lists the 'dogs' which drag down the system average for specific, correctable reasons";

***"Rail is the only energy-efficient mode attractive enough to win people in large numbers from automobiles. ...WHEREVER rail services have been discontinued to date, the automobile has been the big winner. ...No matter how efficient the automobile becomes, its negative impact on development will continue to provide a strong basis for public policies limiting its use";

***Accurate predictions of the rate at which Amtrak usage, and thus its energy savings, would increase cannot be made. "We believe our results are very conservative and imprecise, and CBO's results are even more conservative and even less precise. We are talking about a fundamental change in domestic transportation. The American public, according to current Amtrak and bus ridership trends, is accepting this change far more readily than various Washington officials who continue to advocate major curtailments of heavily used Amtrak services. ...We believe public transportation ridership will snowball in response both to deterioration of the gasoline situation and as improvements are made in Amtrak, intercity bus, and urban transit services and the interconnections among them".

QUOTES OF THE WEEK***

"We finished our journey on the HIAWATHA feeling refreshed, and a little angry. For 40 years, America's railroad passengers have been undesirable aliens, taking up space better filled by coal and dog food. First the railroads and now the government has made them feel unwanted and somehow subversive, as if the only thing that stands between America's boom or bust is a coach ticket to Omaha. No other Western nation has dared to treat its paying customers so shabbily. Americans have already paid for their railroads three or four times in the past hundred years. The sad thing is most likely Americans will have to pay to get their passenger trains back sometime soon, the bill for that golden spike come due one more time."

--CBS Correspondent Richard Threlkeld on CBS-TV's "Sunday Morning", May 13.

SLIP OF THE MONTH CLUB***

"Monitoring devices showed that 916,935 calls were lost because the caller got a busy signal; 448,657 got through to the Amtrak reservations centers and 330 were answered and handled by reservations clerks."

--Traffic World, May 21.

(Who were very busy counting lost calls.)

SUING TO SAVE THE AMTRAK TRAINS

On May 14 the California Dept. of Transportation filed suit to stop the DOT Amtrak cutback plan. Here is the complete text of Caltrans Director Adriana Gianturco's statement of May 14 regarding the lawsuit.

There are many states and millions of people in this country who are disillusioned, disappointed and confused at the U.S. Dept. of Transportation's intent to begin dismantling the nation's passenger rail service, our most energy-efficient mode of transportation, in the midst of an energy shortage--a shortage that shows every indication of becoming a crisis before any solutions are developed.

This being the first day of National Transportation Week, proclaimed by President Carter, it's particularly ironic that Congress has failed to take action to keep a crucial component of our transportation system intact. President Carter's proclamation reads, and I quote, "Transportation enriches our economy... because of transportation's importance, and to encourage greater safety and efficiency in the ways we develop and use it...I urge the governors of our states and other officials...to join with the U.S. DOT in observing this day and week..." I fail to see how eliminating nearly half of the nation's passenger rail system would be responsive to the President's call for providing safe and efficient transportation.

In observance of National Transportation Week, the State of California is today filing suit against the U.S. Dept. of Transportation, Amtrak, and the Federal Railroad Administration to prevent implementation of Secretary Adams' Amtrak route restructuring report on October 1.

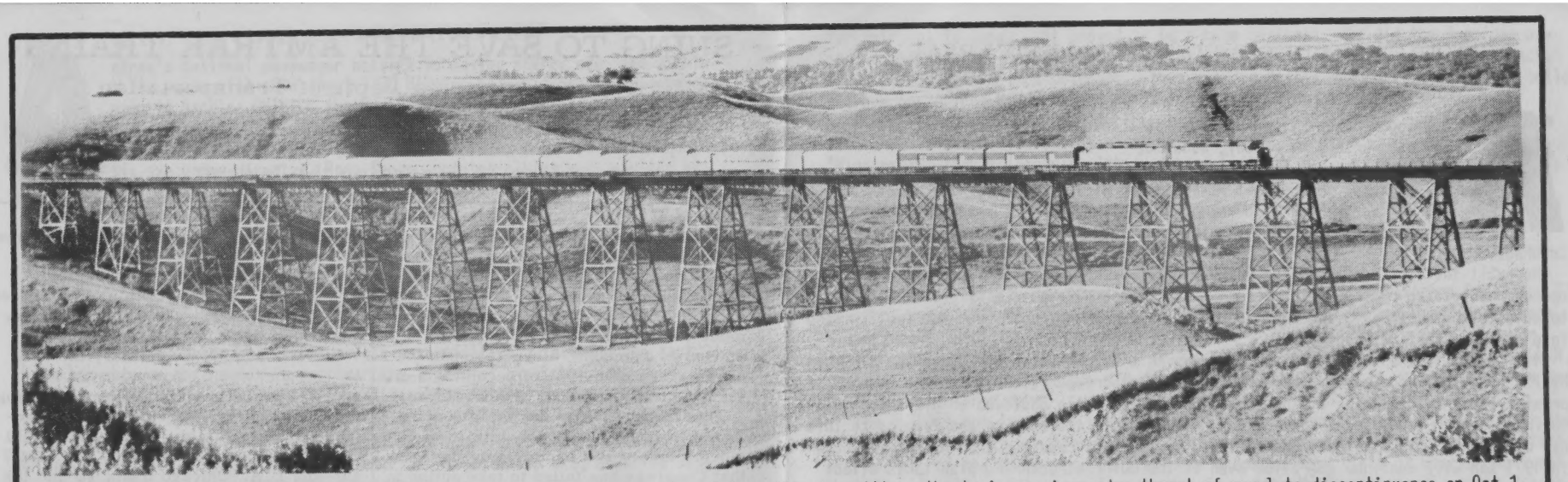
The grounds for our lawsuit are as follows:

(1) The U.S. DOT report does not include an environmental impact statement as required by the National Environmental Protection Act. Altho a negative declaration is part of the report, it does not adequately address the adverse environmental effects that will result from the proposed cutbacks in the Amtrak system. These negative impacts include increased energy consumption by diversion of rail passengers to private automobiles and a corresponding increase in air pollution; the elimination of all modes of public intercity transportation in some cities of the U.S.; the displacement of about 5800 Amtrak employees nationwide and decreased business for small businesses which operate as satellite services to the railroad; and the conversion of some tracks to rail freight standards, which would make the reinstitution of passenger service on those tracks subject to future costly capital improvements.

In California, in particular, the U.S. DOT report would eliminate over 300 miles of passenger rail service including the SAN JOAQUIN service between Oakland and Bakersfield. The report would also restructure the SOUTHWEST LIMITED, the L.A.-Chicago train, so that the trip would take 11 1/2 hours longer than it does now. The report would not provide for additional train service which is needed in the L.A.-San Diego corridor due to increasing ridership and the current energy shortage, and would not provide adequate service on the COAST STARLIGHT between L.A. and Seattle.

(2) The U.S. DOT proposal violates the National Historic Preservation Act. Twenty-three of the many railroad stations that would be closed have historic significance. (Four of these stations are already included on the National Register of Historic Places, 17 are potentially eligible for inclusion--and these include stations in Stockton, Merced, Hanford, and Riverbank, California--and two stations are listed on local historical registers.) Under the DOT plan, a portion of the first transcontinental railroad route in the U.S. would also be eliminated. The National Historic Preservation Act requires compliance with certain procedures for mitigating adverse effects on historic resources. As we claim in our lawsuit, DOT made no effort to comply with these procedures, and the discontinuance of rail service that has been proposed may result in the actual elimination of many such historic places.

(3) We are also claiming in our lawsuit that the DOT plan violates the Clean Air Act. Pursuant to that act, Federal administrators may not approve "programs or projects" that will aggravate air pollution in specially designated areas in which air quality is already poor. The Great Cent-



The NORTH COAST HIAWATHA has been called America's most scenic train ride. But as this is written, the train remains under threat of complete discontinuance on Oct 1. With the continuing price rise and shortage of gasoline, more and more Americans will be denied visual and physical access to the scenic areas of our country such as those served by the HIAWATHA. Unless strategies for saving the trains such as the Caltrans lawsuit (and a similar suit filed by the state of Texas) or legislative action in Congress this summer are effective, Americans' travel opportunities will be curtailed. Photo of eastbound train east of Minot ND by Peggy Rayton.

→Actually IS The Empire Builder, Error corrected in next issue following (# 190) P.R.

ral Valley of California is designated such an area. The DOT proposal, which would eliminate the SAN JOAQUIN route, would have the effect of increasing automobile travel and air pollution in the Central Valley and would therefore have precisely the effect the Clean Air Act was designed to prevent.

(4) The U.S. DOT report did not comply with the statutory mandate of Congress in the Amtrak Improvement Act of 1978. Specifically, the report does not consider the transportation needs of areas lacking in adequate alternative forms of transportation; does not consider national energy conservation efforts and the role of rail passenger service; and does not consider the unique advantages of rail service as compared to other modes of transportation, such as safety and fuel efficiency. Furthermore, the report does not consider how fare structure impacts ridership, does not define a future market other than existing Amtrak routes; and does not consider the negative effect of reduced rail passenger service on tourism.

(5) We also feel the implementation of the U.S. DOT report raises serious constitutional issues concerning the rights to travel of some individuals. Amtrak currently provides the only available mode of public intercity transportation for many communities in the country, and the proposed Amtrak cutbacks would eliminate public intercity transportation for some of these communities.

California is seeking an injunction against implementation of the U.S. DOT Amtrak restructuring report until the final report includes a detailed environmental impact statement, all information required by the Amtrak Improvement Act of 1978, and a resolution of the constitutional issues involving the rights of travel of the citizens of California and other states.

We regret that we must resort to legal action in a final attempt to preserve our national rail passenger system. Before reaching this decision, we pursued all other avenues available to us, including testifying before Congressional Committees, conducting public hearings in California, and advising Amtrak and U.S. DOT of the probable results of the proposed cutbacks and the overwhelming public support for maintaining the Amtrak system.

We, in California, feel that rail passenger service in the U.S. should be expanded, rather than cut back, particularly in light of our energy situation and considering the amount of Federal funds going to other modes of transportation. It's really disturbing, at least to us in the West where we are waiting in lines for gas for up to three hours, that we are spending 16 times as much Federal dollars on highways as on Amtrak service and six times as much on air service as on Amtrak service, when the need for alternative, more energy-efficient modes of transportation is evident. It simply doesn't make sense that the Federal government continues to pour billions of dollars into a transportation mode we're unable to use, while cutting off an alternative mode that has experienced dramatic increases in patronage in recent months.

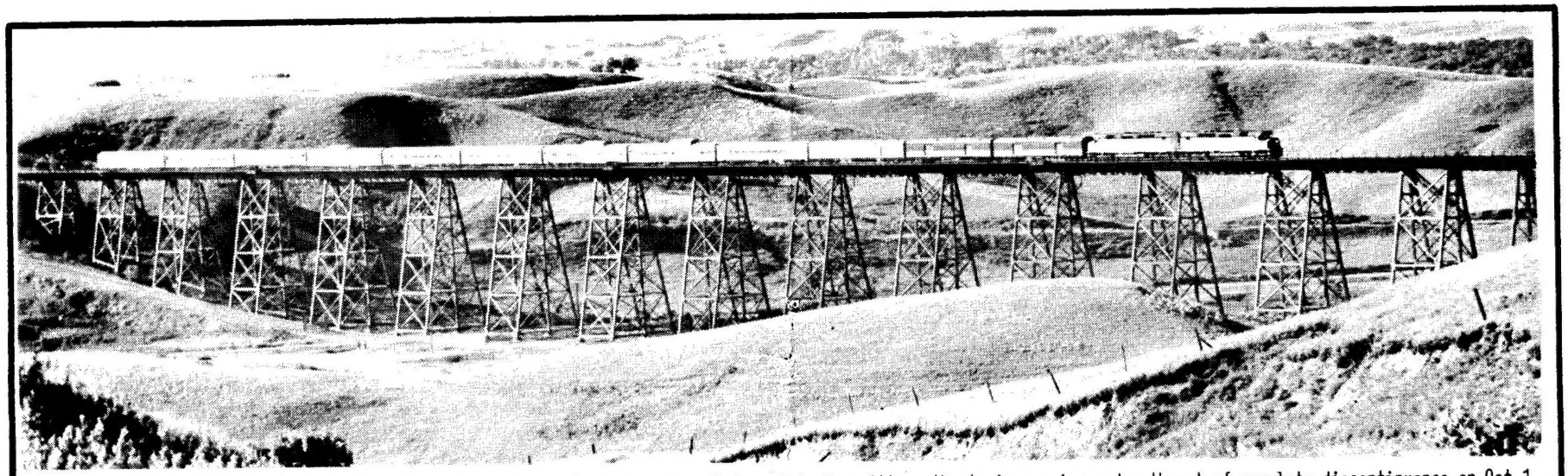
In California, we're beginning to see a decline in freeway travel--traffic in Los Angeles, for example, was down by 10% last week due to the gasoline shortage. On the other hand, rail patronage has been increasing at a substantial rate in our state. The COAST STARLIGHT... is the most heavily patronized, long-haul train in the Amtrak system and requires a 3-week wait for reservations. The SAN JOAQUIN...which will be eliminated under the U.S. DOT report, has shown a 60% increase in ridership in the last year and is running full with some standees. Ridership on the SAN DIEGAN service...has tripled in less than three years and had the highest ridership ever last weekend.

The L.A.-San Diego train, on recent weekends, has been getting about 185 passenger miles per gallon of diesel fuel. This compares with the U.S. DOT figure for the U.S. average of 44 passenger miles per gallon for intercity auto.

Despite the demonstrated demand for passenger rail service in California and the obvious energy conservation benefits, the U.S. DOT report provides no track improvements and no additional trains for California and reduces the effectiveness of the existing service.

Altho we in California are very concerned about the U.S. DOT's proposed Amtrak reductions, we see this as a national issue. The patterns we've been seeing in California are similar to what's beeing seen across the country, and we expect other states to be joining us in our efforts to maintain and expand the national rail passenger system.

Texas Attorney General Mark White filed a similar suit in federal court in Laredo on May 22. Several other states are expected to join in this action which some rail supporters are dubbing the "Austin Tea Party".



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EMPIRE BUILDER'S FIFTIETH ANNIVERSARY

Presumed to be by GLENN LEE (P.R.-OCT. 2021)

A rolling monument to one of America's industrial titans celebrated its 50th anniversary on Sunday, June 10.

The "monument" is the EMPIRE BUILDER, an Amtrak Chicago-Seattle train, named in honor of James Jerome Hill, founder of the Great Northern Railway. More than any other individual, Hill developed the vast land from Minnesota to Washington State, from the Canadian border to Colorado.

He built the first railroad to the West Coast without federal financial aid. He opened new trading routes to the Orient. His agents persuaded millions of immigrants to move to the Northwest, and they and their descendants transformed the fertile land into rich, productive country.

Hill was a legend while he lived and remains a legend after his death in 1916. In Hill's honor, his company's board of directors authorized refurbishing the line's premier train and renaming it the EMPIRE BUILDER, a title bestowed on him during his business career. On June 29, 1929, the BUILDER went into service and remains to this day one of America's premier long distance trains. It remained when Amtrak took over in 1971 and will continue operation even if the DOT restructuring plan takes effect as scheduled on Oct 1.

On June 10 champagne and special birthday cakes were served in the dining cars of the EMPIRE BUILDERS departing Chicago and Seattle to commemorate the train's half-century of service and the man--and the legned--for whom it was named.

That legend is worth remembering. Hill was 18 when, in 1956, he moved from Ontario to a settlement in Minnesota that was beginning to dislike its early name of Pig's Eye and was calling itself St. Paul. He became involved in river transport on the Mississippi. In 1878 Hill and three acquaintances bought the St. Paul & Pacific, a broken-down railroad despite its grandiose name. For very little cash--and a lot of credit--Hill, now barely 40, took over the line's operations and built track to a junction with the Canadian Pacific. It couldn't have happened at a better time. Two huge wheat harvests followed. What had been a trickle of immigrants from Norway and Sweden into the area now rose in full flood.

Hill sent agents to Europe with promises of free land and cheap transportation. He would haul a healthy immigrant halfway across the U.S. for $10 if the immigrant would agree to settle along Hill's rails. The immigrant and his entire family, complete with household effects and perhaps even a few animals, could come in a freight car for just a little more.

Nor did Hill gouge his new settlers with high rates once he had them on the land. He made sure their rates stayed low, and even provided the finest cattle possible for free.

As early as 1879, Hill told his friends that he was going to push his railroad across the continent to reach Puget Sound. No other company had ever tried to cross the continent without a subsidy from the Federal Government. But Hill did, seeing all the while that a line of grain elevators went up along the line to provide cargo for his trains. "Hill's Folly," in reality the Great Northern since 1890, reached Puget Sound at Everett, Washington, in 1893, the year of a financial panic, when the Santa Fe and Union Pacific went into the hands of receivers. But not the Great Northern! It prospered with grain from Minnesota and North Dakota and lumber from the Pacific Northwest.

Later, Hill bought controlling interest of the Northern Pacifci and the Burlington lines, building a huge rail network. Hill used his rail line as the new Northwest Passage to the Orient. He met with Japanese industrialists and showed them that American cotton was good indeed. From then on, Great Northern cars carried a steadily increasing amount of Southern cotton over Burlington and GN rails to Seattle

for shipment to Japan. It proved to be a huge business. So did the American export of New England cotton goods to China. Minnesota flour went across the Pacific. So did metals from Colorado. Thus did Jim Hill's imagination and drive build a trade route from New Orleans and Boston to the Orient.

The EMPIRE BUILDER was the successor to the ORIENTAL LIMITED, which dated from 1905 and had a maritime extension to the Orient in the form of the GN steamship "Minnesota," linking Seattle with Japan and China.

The first EMPIRE BUILDER streamlined trains introduced a colorful livery of bands of orange and green, separated by gold striping. The early trains contained elegant lounge rooms, buffet, barber shop, and shower baths. Special features included radio, stock market reports, and 4 o'clock tea "served daily as an expression of courtesy and hospitality by the dining car steward."

After World War II, the Great Northern introduced new streamliners, including 22 new dome cars in 1955. The fleet included six full-length Great Dome lounge cars, a spectacular addition that enabled passengers to see the scenery from an upper level, glass-enclosed, theater-type setting. Dome cars remain on Amtrak's BUILDER, and the train will soon become the first long-distance line to operate Amtrak's new bi-level Superliner cars.

The BUILDER has long been one of America's most popular trains, and the only one that actually skirts a national park. The scenery between East Glacier Park Station and Belton, on the Western border, affords a spectacular vista of Glacier National Park for 57 miles. Other popular scenic views from the train are along the Mississippi River and in Washington's Cascade Range.

As long as the BUILDER continues to carry passengers across the nation to the great Pacific Northwest, the rolling tribute to Jim Hill will continue to remind passengers that probably no other single American had quite as much influence on so large a region.

PASSENGER TRAINS TO CONCORD

by Peter Roehm

Finally, trains (again) to the Granite State! Not tomorrow but very possibly by early next year. Long talked about and strongly endorsed at the beginning of this year by the new New Hampshire governor, Hugh Gallen, the service would run from Boston to Lowell, thence north to Nashua, Manchester, and Concord--73 miles distant.

Gallen became "appalled" at the "cram and jam" rush hour and weekend traffic on Interstate 93, which connects southern New Hampshire with eastern Massachusetts, and felt there must be a better way. There is!

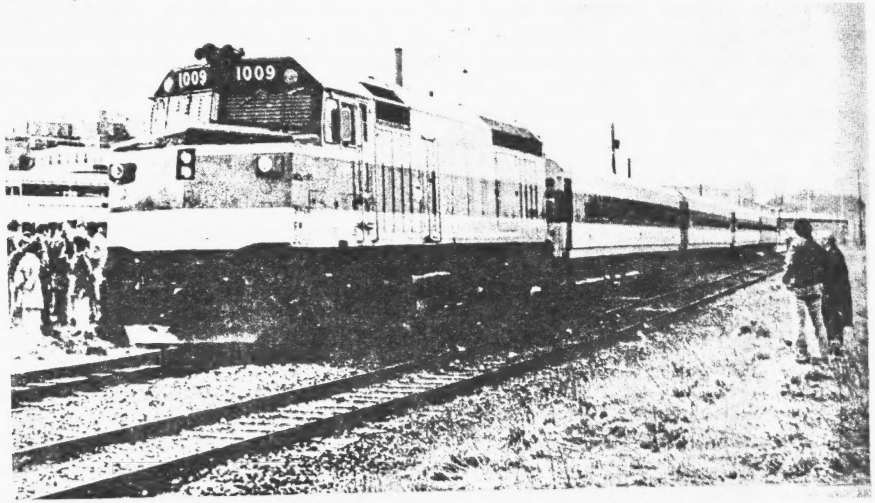
Southern New Hampshire is a recreational and bedroom state for people living and/or working in Boston and eastern Massachusetts--and, too, hikers, skiers, and commuters have long held out hope that someday trains would run at least to Concord, and then maybe to the lakes and mountain country to the north. Part of this dream may be realized, but obstacles of cost, track rehabilitation, and equipment must be overcome. If southern New Hampshire can be called an adjunct of metropolitan Boston, then 80% UMTA funding could be secured, altho Gallen is hoping for 100% from the Feds for a one-year experimental service. Alan Dustin, president of the B&M, sees $3 million and four months' time necessary for tie replacement, roadbed repairs, some superelevation work, and new signalling in order to get the track to 60mph speeds. This applies from Lowell north to Concord. From Lowell south, work is presently commencing on making the line capable of high and wide loads, and there will come with this new ties, ballast, upgraded track and signals, which should take the line to 70mph.

The equipment problem may be the hardest to overcome. On Friday, May 4, F40 #1009 and the only four Pullmans in town--coaches 301, 302, 303 and control car 1301, made a Legislature-mandated run to Concord with officials of the MBTA, B&M,

the States of Massachusetts and New Hampshire, and other transportation VIP's, plus the press. This train was to have originally run on Apr 21, but MBTA Chairman Robert Foster cancelled it with his now historic (or hysteric) quote of "it doesn't seem economically intelligent to encourage people to work in Massachusetts and live in New Hampshire." That brought the wrath upon him from many fronts including the Legislature, which has since made it known that commuter rail policy is made by them and not by the governor and his appointees.

The train departed control car first at 1:00pm and ran north on the New Hampshire Division of the B&M, stopping in Winchester, Lowell, Nashua, Manchester, and finally Concord. The run took about 2 hours for the 73 miles--a bit better than present bus schedules. The high school band was on hand, as were some 300 spectators eager to see this new development in commuter rail transit. The UPI reported hundreds of persons along the right of way as the train passed by.

Besides Governor Gallen, the mayors of Nashua (Arel), Manchester (Stanton), and Concord (Gross), all pro-rail, were on board as were a number of legislators from both states. The New Hampshire politicos claim that they could take the train to Concord when the Legislature was in session and be able to read or work enroute--something that cannot be done in an auto.



The demonstration train at Concord NH on May 4. Photo by the author.

It is estimated that a subsidy for 6 roundtrips daily (3 in rush hour and 3 during off-peak) would cost a bit over $500,000 with a desired running time of 1:45 and a Boston-Concord fare of from $3.50 to $4. When the last train ran from Concord to Boston on Jun 30, 1969, the fare was $3.29. There is a good chance that if these trains run and prove successful, an attempt will be made to get service to Dover and Portland and eventually reopen what is left of the old Eastern line above Ipswich to Newburyport and Portsmouth. But right now it is the line to Concord and everything appears very hopeful.

In 1958 the B&M ran Boston-Concord with stops at Lowell, Nashua, and Manchester in about 1:30, and this was the same in 1964. In 1979 Vermont Transit and Continental Trailways do it in about 2-2:15. The B&M demo run did it in just over two hours, but that included lengthy stops for political reasons in Nashua and Manchester to receive various state dignitaries. There appears to be no reason why a few track improvements would not make the service faster than bus and thus competitive with the auto, even if gasoline becomes more readily available. Gallen has told Brock Adams to give him the money to run trains and he will give Adams the best study on ridership that Adams could possibly want.

Mixed Train of Thoughts

THE NATIONAL LIMITED derailed westbound the morning of June 14 at milepost 66.4 about one mile east of Lancaster PA, on the Conestoga Creek Bridge, on the no. 4 track. The F40 locomotive separated from the train and derailed, and all seven cars derailed but remained upright and in line. The train was traveling between 70 and 75mph at the time. There were 126 passengers and a crew of 12 aboard, and 8 people were hospitalized, none apparently with serious injuries. The guard rail on the bridge and the train's tightlock couplers combined to keep derailment damage minimal, an Amtrak spokesman said. The train knocked over a catenary pole and power was shut off. Trains 620 and 622 were annulled and buses substituted.....

* * *

AMTRAK FAMILY DAY display was held at Boston's South Station on May 19 and 20. Media promotion of the event was apparently poor, and only about 200 showed up on Saturday and 700 or 800 on Sunday. On display were E8 diesel unit 495, F40 engine 215, Turbo club car 159, Turbo coach 188, GP9 772, sleeper 2980 "Pine Creek", diner 8004, coach 5604, coach 4451, Amclub car 20146, Amcoach 21857, Amdinette 20207, rebuilt Metrocafe 853, Amtech cars 10001 & 10002, Amgeometry car N68401, and the classic Lehigh Valley 353. Amtrak car 10000, formerly the "Adolphus", was also in the station but not open to the public. The MBTA had an FP10 engine with five 60 Transit cars, an F40 with 6 new Pullman coaches, and reconditioned RDC 6134.....

DEPARTMENT OF CORRECTIONS: We failed to note in our report on the Los Angeles station anniversary last issue that NARP and Citizens for Rail California both had booths operating throughout the weekend, signing up new members (50 for CRC alone) and presenting reasoned arguments against the DOT cutback plan. The CRC gave a Golden Spike award to Caltrans director Adriana Gianturco. And an error on page 17 of last issue: Congressman Robert Duncan is actually chairman of the Subcommittee on Transportation of the House Appropriations Committee. (Chairman of the House Commerce Committee is Harley Staggers.).....

* * *

THE FLORIDIAN LOST its St. Petersburg sleeper effective June 1, Amtrak citing equipment shortages and greater need elsewhere in the system this summer. The Miami section of the train now has a 16-roomette, 4-bedroom car in the consist instead of the usual 10-6..... DULUTH-TWIN CITIES Amtrak run is being subsidized by the state of Minnesota for at least another year (until June 30, 1980). The state legislature on May 24 passed a funding bill that includes $475,000 in financial support for the NORTH STAR (originally the ARROWHEAD), citing the gasoline shortage. Amtrak spokesmen in mid-May said that advance bookings for the train were up 400% this year..... "THE NEW LOOK in Trains", a very nice rail travel article by Hubert Pryor, appears in the June-July issue of Modern Maturity magazine, a publication for senior citizens which has a circulation of 6½ million. Amtrak gets some fine publicity in this 5-page article which includes 9 color photos..... MINNESOTA RAILWAY LABOR official Elmer Bergland called on President Carter in a recent letter to fire Brock Adams and Alan Boyd. Said Berglund, "Boyd has failed to provide the needed leadership and has not fought hard enough to keep Amtrak intact"..... AMTRAK'S TRAVEL FORECASTS for the Northeast Corridor began May 30. When travelers dial 800-424-5300 they hear a general estimate of how Amtrak expects its corridor trains to be running. The Corridor is experiencing delays because of heavy construction work this summer. Passengers in Washington DC should telephone 383-2031 instead of the toll-free number.....

RESERVATIONS LINE BUSY? The easiest way to make reservations is to call your rail-specializing travel agent, such as those who advertise in RTN. Other ways of bypassing busy signals, Amtrak said in late May, are to call between 2:30am and 7am, when the 24-hour system is least busy; or to go directly to a station.....

FOR THE UNBELIEVERS who doubted our thesis about the demobilization of America in our last issue, we can offer a quote from a Dept. of Energy official made since our last issue: "If we could only get people to stay home more!" This typifies the repressive, uncreative attitude found so frequently in bureaucrats.....

AMTRAK SCHEDULE CHANGES are expected to be made on July 29, with a seventh SAN DIEGAN probably added to the route and the SAN JOAQUIN changed to a new schedule as mentioned in our issue #187. The train should leave Bakersfield at 6:05am to arrive San Francisco at 1pm, leaving there at 5:30pm and reaching Bakersfield at 12:30am. This complete reversal of the present schedule would allow the train to operate with one set of equipment. The only major objection has come from crewmen, who would have to lay over in Bakersfield over 24 hours under present work rules.....

THE SAN DIEGANS are expected to be operating with some Superliner cars soon, according to an unconfirmed report..... * * *

WORST AIRLINE DISASTER in American history occurred May 25 at Chicago when 273 persons were killed in a crash of an American Airlines DC-10 that was taking off on a flight to Los Angeles, following the route of the SOUTHWEST LIMITED that the DOT has tried to discontinue. More than any crash in recent years, this one has had very serious consequences for U.S. travel. On June 6 all DC-10s were indefinitely grounded while possible defects in the plane or its maintenance procedures were studied. This action by the Federal Aviation Administration took out of operation fully 12% of all U.S. airline seats. One result was a further push on Amtrak to come up with space at a time when its trains were already being filled by energy crisis victims. The publicity surrounding the crash also suddenly made it respectable to admit fears of flying. This happened to coincide with the DOT-released news that airline hijacking attempts hit a 6-year high last year; the U.S. had 8 hijacking attempts in 1978, a record high level since passenger and luggage screening began 6 years ago. The director of the Association of Flight Attendants told the National Enquirer that "There has been a dramatic increase in (passenger) violence aboard airplanes recently." An FAA spokesman said there were 80 cases of violence reported in 1978, compared to 52 in 1977. Seemingly to counter all this adverse publicity, an apparently "planted" Associated Press article about a week ago stated that the "year-by-year decline in airline accidents has received less notice." It said that airlines were the safest form of transportation in 1977, "But in some years... railroad safety is higher." In 1977 airlines reported .04 deaths per 100 million passenger miles, and railroads .05 deaths. (If deaths were reported relative to travel time rather than miles, airlines wouldn't show such a favorable record.)..... AIRLINES AND AMTRAK were compared in several cartoons that appeared after the DC-10 crash. A Chicago Tribune cartoon of June 3 shows an FAA official telling his secretary: "I have to go out to the West Coast to see the manufacturer of the DC-10. Get me the first available seat on Amtrak!" And a Bill Schorr cartoon of about the same date shows two FAA investigators working on a DC-10, one of them giving a cursory inspection--kicking the tires. The other says: "Hurry up and okay that thing for takeoff, will ya Harry? Or we'll miss our train back to Washington."..... AMONG THE FATALITIES in the May 25 DC-10 crash was Stephen Greene, founder of the Stephen Greene Press of Brattleboro, Vermont, noted small publisher of history and railroad books, including a 1965 favorite of ours, "Great Railway Journeys of the World" by K. Westcott Jones. Last year the Press was sold to a Boston company..... * * *

EMPIRE BUILDER DERAILMENT of May 6 near Kennewick WA, reported here last issue, created some disagreement over why the railroad did not know of the flood damage to the track before the westbound train derailed at 70mph, injuring at least two dozen people (none seriously). The Seattle Times described a "communications breakdown" between the BN and local authorities. The washout under the tracks apparently was spotted only a short time before the Amtrak train appeared, and the fire chief on the scene told a city radio dispatcher to warn the BN. Four calls were reportedly made to BN numbers, and were unanswered. The fifth was answered,

but the BN employee reached was apparently not made aware of the emergency nature of the situation, and he referred to city caller to another number. While that number was being called, the derailment happened. Later reports said that 49 persons were injured in the wreck, and 60 injury claims were given Amtrak. The BN has served claims on the Kennewick Irrigation District and the Dept. of the Interior, and Amtrak will no doubt be suing some parties for responsibility in the wreck...

THE PANAMA LIMITED southbound derailed in Chicago near 16th and Canal Streets on May 31, delaying departure by two hours. There were 250 passengers aboard, but no injuries in the relatively minor derailment. BN commuter trains were also delayed about a half hour..... CHICAGO TO CALIFORNIA trains have been virtually filled in recent weeks, and not so much as a result of the DC-10 crash but because (we are told) travelers from Illinois do not want to be caught in gasoline-short California with their autos..... NEW YORK TIMES'S Tom Wicker wrote another column on the Amtrak cutbacks June 8, relating that ridership gains can still save some Amtrak routes. He called for a return of mail service by train as a means of increasing Amtrak revenue..... NARP'S REGION 12 will hold a lunch meeting at noon on June 30 at the train station in San Juan Capistrano CA. Non-members are welcome. Reserve for the $10 lunch by calling 714-787-8350 or 415-824-4819..... AMTRAK'S SUPERLINER CARS

were out of service for a week because of the bolt problem mentioned elsewhere in this issue--from May 24 to 31. We liked the interior of the Superliner coach we saw on display last month--the one on our cover--and took this photo in the upper level of the car. These should prove to be very pleasant vehicles to ride in.....

GROUND WAS BROKEN on May 16 for an 8-story office building that marks the start of the Pershing Square Redevelopment project by the Amtrak station in Kansas City.....

L&N FREIGHT DERAILMENT left a tank car of a toxic substance on the ground at Crawfordsville IN on May 22, forcing Amtrak to cancel its southbound FLORIDIAN between Chicago and Louisville and turn the northbound train at Louisville to run as the southbound, while northbound passengers were bused to Chicago. One thousand people were evacuated from the scene while the tanker was re-railed.....

THE NEW YORKER'S senior editor Rogers Whitaker (E. M. Frimbo) has retired from the magazine, according to a newspaper report..... THE SAD STATE of the Passenger Train was the subject of a one-page essay by Frank Trippett in Time Magazine May 21. It was an excellent, pro-train article. The author concluded: "...the country will have to realize that it is not the passenger train, but only its thinking about it, that is obsolete"..... SOVIET PRESIDENT BREZHNEV has been in ill health, and now travels only by the most gentle and human mode--train. His health is too fragile for him to be flown about. (Even if air travel is statistically safe, the stress is not good for anyone, and will eventually show up in some sort of health defect)..... NEW YORK STATE is preparing for the Winter Olympics to be held at Lake Placid next Feb 12-24 (with preliminary activities beginning Dec 14). Autos will not be permitted in the immediate area due to congestion. Amtrak is being contacted about plans to run special trains to Plattsburg with bus connections to the Olympics site. The games were last held there in 1932..... TWELVE PASSENGERS WERE hospitalized May 21 in Seattle after the Blue Train of the city's 1½-mile monorail line crashed into a concrete barrier at the Seattle Center. It was the second accident of its kind since startup of the monorail for the Seattle World's Fair in 1962.....

GENERAL SERVICES ADMINISTRATION ruled June 5 that Federal employees traveling between NY and Washington must use the train (and will get a 20% discount) unless air travel can be justified..... THE MILWAUKEE ROAD must keep operating its entire 9,800-mile system, a federal judge ruled June 1..... BOTH HILLTOPPERS DETOURED twice on N&W on June 4. A freight derailment caused the first detour belaeger WV and Bluefield WV via Cedar Bluff VA. The second was bypassing Farmville VA due to track work, and the trains used the Belt Line between Pamplin VA and Burkeville VA. The second detour actually improved running time, since the Belt Line is faster track..... A SMALL FIRE erupted behind the kitchen stove in dining car 8336 on the northbound SILVER STAR at Richmond VA on June 6, and was quickly doused..... SUPERTRAIN TV PROGRAM was finally killed in late May. Some of the sets may be used in the MGM movie "French Atlantic Affair"..... AMTRAK HAS QUIETLY begun a program of allowing some individual stations to do their own advertising, giving them their own budget. This arose out of Little Rock train supporters' efforts to advertise Amtrak on their own, reported in RTN #178..... THE LOUISVILLE TIMES on May 31 ran an entire newspaper section on the FLORIDIAN.....

CARTOONISTS' FIELD DAY (continued from page 6)

***In a reference to New Mexico Senator Harrison Schmitt, who tried unsuccessfully to a Senate veto of the DOT cutbacks, cartoonists Trever in the Albuquerque Journal pictured Schmitt riding in a dome car on the SOUTHWEST LIMITED, waving at the viewer and not seeing a tunnel ahead labelled "Congress", a tunnel to small to admit the dome of his car.

***In one of the most biting criticisms of Brock Adams, Kansas City Star cartoonist Dan Lynch, following the DOT report that auto repairs were done properly only about half of the time, showed Brock Adams at a press conference holding a "DOT auto repair report" and saying "Our investigators found that motorists were lied to 50% of the time about auto repairs." In the next panel Adams is holding up a report entitled "Improve Amtrak & mass transit, etc.", and he says "Now that may sound awful, but when compared to how many lies I've thrown off lately, it's not too bad."

***A dump truck loaded with Amtrak locomotives and passenger cars, the truck lebelled "Congress Junk Co." is shown in a Fort Wayne Journal-Gazette cartoon. The truck driver is saying: "This may not be a good time to tell you, but we've just run out of gas."

***Another Herblock cartoon shows Brock Adams as a magician sawing in half a woman in a box labelled "Mass transit-passenger service". His saw is labelled "Amtrak cuts", and the worried-looking woman asks "You guarantee this won't hurt?"

***A Baltimore Sun cartoon by Flannery has a conductor pushing passengers into a jammed Amtrak train, saying "All aboard before Carter cuts rail service again."

***The list could go on and on, but one final example: cartoonist Mike Peters of Dayton in a syndicated cartoon shows Jimmy Carter pondering problems in his mind. He thinks: "Hmm, there's an energy crisis... Cars have no gas... People are stranded... I've got to do something to help." Then a light bulb goes on in his mind. He picks up a telephone and says "Cut Amtrak."

LATE NEWS: AMTRAK FARE INCREASE COMING

As we go to press, Amtrak on June 15 announced a 7% fare increase to take effect July 15. Amtrak said that all fares are going up, except for some commuter fares. Slumbercoach accommodation fares on the Washington-Cincinnati and NY-Chicago routes will be increased 38-58%. Amtrak said the increases were due to directives from Congress and the DOT to increase revenues.

News in this issue is updated thru June 15, 1979.

CARS & CONSISTS

*SILVER STAR, train 81, Washington DC Jun 7: engines 611, 640 (SDPs); cars 1531, 1407 dorm, 2695, 4421, 4428, 4805, 8015, 8013, (to St. Pete:) 3332, 4445, 4468, 4458, 4439, 2698 (about 60 slpr & 300 coach psgrs aboard).

*MONTREALER, train 60, White River Jct May 26: engines 207 (F40), 496 (E8A); cars 1455, 2980 "Pine Creek", 2940 "Pacific View", 20203 Amdinette, 20113 Amcafe, Amcoaches 21884, 21864, 21092, 21803, 21228, private cars "Shenandoah", "Virginia Beach", 120 "Pennsylvania". Train 61, same: engines 202 (F40), 497 (E8A); cars 1454, 2987 "Pine Shore", 2920 "Pacific Mist", 2903 "Pacific Bend", 20201 Amdinette, 20110 Amcafe, Amcoaches 21834, 21872, 21801, 21121, 21158. Both trains crowded.

*Special Kansas City Terminal Rwy Transportation Week train run May 15 at K.C.: engines unknown; cars MoPac 11196 caboose, BN 589531 gondola, ATSF 168264 gondola, ATSF 168206 gondola, ATSF 168185 gondola, Amtrak 1000 baggage, Amtrak hi-level coaches 9926, 9928, Rock Island 17159 caboose, BN 10712 caboose.

*Kentucky Rwy Museum excursion Louisville-Danville Jun 2-3 (all SR unless noted): engines Royal Hudson 2839, water tank 53, 6133 (FP7); cars 726, KRM 10202 (ex-SP 10202), 1041, 1042, 907, 1070 "W. Graham Claytor", 4061 "Queen & Crescent Club", 1067, 1068, 1081, 1086, 1087, 3659, 1056 "Lookout Mountain".

*FLORIDIAN, train 56, Nashville May 11: engine 647 (SDP); cars 1423, 2534 "Robin", dome 9562, 4419, 8334, 3321 "Molly Pitcher", 5018 "Silver Rein", 5010 "Silver Shaft", 2305 "Surf Bird", L&N power car (baggage), L&N business car 373.

*CRESCENT, train 20, Washington May 1: engines 264 (F40PHR Atlanta-DC), SR 6911, SR 6901, 420 (E8s); cars 1424, 5278, SR 830, SR 843, SR 825, 5644, 3852, 8383, 3202 "Laurel Stream", 2861 "Warrior River", 2864 "Catawba River". Same train leaving Washington: engine 954 (E60); cars 1424, 5278, SR 830, SR 843, SR 825, 5644, 2861 "Warrior River", 2864 "Catawba River", 3634 "Johns Hopkins", 21126, 21003, 20013 Amcafe, 21231, 21876, 21045, 20125 Amclub, 686 power car.

*SAN DIEGAN, conventional cars used various occasions incl. on trains 770 & 777 on May 12 & on 774 & 779 on May 13: cars 9946, 9958, 9918, 3393, 5231, 5601, 4844, 5606, 5602. Second sections of Amfleet consists run.

*SOUTHWEST LIMITED, train 3, Kansas City May 30: engines 504, 533, 534 (SDPs); cars 1218, 1272, 9994, 9918, 9958, 9956, 9912, 3395, 8033, 8102, 2252 "Star Leaf", dome 9225, 2722 "Pine Island", 2292, 2242 "Homestead", 2362 "Regal City", 1224. Train 4, same, Jun 10: engines 518, 526, 525 (SDPs); cars 1203, 9970 deadhead, 1272, 9992, 4508, 9923, 9950, 9947, 9980, 9914, 2239 "Elberton", dome 9211, 2608 "Pacific Crest", 2217 "Indian Pony", dome obs 9251 "Silver Penthouse".

RAIL FANTRIPS

Jul 28: UP 8444 steam excursion on freight-only lines, Denver-Sterling CO RT. Eastbound via Dent Branch. Eight photo runbys. $42 RT. Lv Denver 7am, back 8pm. Rocky Mountain Railroad Club, Dept A, Box 2391, Denver CO 80201.

Oct 6-8: "Foliage International" special Amtrak train Boston-Montreal, via Conrail, B&M, Central Vermont, VIA Rail & D&H. Two dining cars. $50 non-refundable deposit. Mystic Valley Rwy Society, Box 32, Mattapan MA 02126; (617)361-4445 (24-hr service).

Jul 21, 22, 28, 29: Ex-CP 4-6-4 #2839, "Royal Hudson Limited" Alexandria-Charlottesville VA RT each day. Two photo runbys, railfan amenities. $22, $19 5-11. Optional $1.50 bus to Univ of VA. Royal Hudson Ltd, PO Box 456, Laurel MD 20810.

Aug 30-Sep 3: "Capital Limited '79", NRHS annual convention in Wash. DC. Major trips Aug 31, Sep 1, 2, 3. For full info and rates write: Capital Ltd '79, PO Box 456, Laurel MD 20810. (NRHS membership not required.)

One Rail Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

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TIMETABLES - Public & Employee New list monthly. SSAE for latest list. Compendium of AMTRAK timetables, 50¢. CARL LOUCKS, 199 Wayland, Hamden CT 06518.

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FREE LEAFLETS on Transport 2000 Canada, on freight trains and the environment, and current railway timetable "fliers." Write to: Membership Services, TRANSPORT 2000 CANADA, Box 300, Terminal A, Ottawa, K1N 8V3, Canada.

Mile High RAILFAIR, Denver, CO July 7 & 8 America's "Premier" railroad show featuring railroadiana, models, layouts, railroads, photo contest, authors, artists, railroadiana dealers, movies, door prizes including tickets for Rio Grande Zephyr. Approx. 90 exhibitors. Addition this year is a railroad art show featuring America's BEST artists, many original works on display. Send #10 SSAE w/30¢ postage for details to N.R.H.S., P.O. Box 5181 TA, Denver CO 80217, Dept. RTN.

ATTENTION U.S.A. RAILPASS TRAVELERS--Ex-Amtrak employee tells how you can reserve sleeping accommodations when using the Pass without waiting 'til last minute. A must if you're planning a Railpass excursion--don't sit in a coach when you can take Amtrak lying down. Send $3.95 for copyrighted narrative, "The Sting," for the inside story. PGN, Inc., Dept. P-74, 323 Franklin, Suite 804, Chicago IL 60606

TROLLEY TRAILS books: Volumes 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada, $3 each, prepaid in U.S. Moneyback guarantee. Wilson Brothers Publications, P.O. Box 712rtn, Yakima WA 98907.

Up-to-date AMTRAK LAW/$8/Robert J. Swan/Box 1866/Long Beach CA 90801.

LAST SOU.RY.PUB. T.T.-10/78-Mint-$4 ppd.-25 left-M.Doudna,Box 65,Miami FL 33164.

PHILADELPHIA AREA'S railroad and rail transit operations now described in one book! 192 pages on all present systems: Amtrak, suburban, transit, freight, industrials; museums, excursion lines, model railroad and fan clubs, photography and riding the lines in 15 counties. 25 rosters, 90 photos, 15 maps. Practical 8½ by 5½ format. $9 (Pennsylvanians add 54¢ tax); $10 outside U.S. Flyer available. DELAWARE VALLEY RAILS, Box 411, Willow Grove, PA 19090.

INDEPENDENCE LIMITED VI to run July 4-7 Lexington KY to Greensboro NC via C&O, CRR & SR with overnight stops in Ashland KY, Johnson City TN and Asheville NC. Royal Hudson power, extra-fare obs. RNRH, Box 13222, Roanoke VA 24032;703-366-5211

100 DIFFERENT RAILROAD POSTCARDS, $7.95 postpaid. 10 different railroad cloth patches, $5.00 postpaid. Joseph Lajoie, 22 Stevens, Methuen, Mass. 01844.

CANADIAN RAIL SUPPORTERS are simply flabbergasted by the gall of policymakers who want to destroy Amtrak at the height of an energy crisis. Readers are urged to help prevent further rail erosion by sending a donation to NARP, 417 New Jersey Avenue, S.E., Washington D.C. 20003, U.S.A.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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BOOKS

We've just received a copy of a new picture book of Amtrak trains entitled "Amtrak Heritage: Passenger Trains in the East 1971-1977" by John R. Taibi. This 48-page 11x8½ book of black and white photos sells for $4.50, and will provide a lot of pleasure for a small investment.

The author took the majority of the photos, which are well-selected and well-printed. Every photo is pleasing and attractive. The pictures tend toward classic train poses in scenic surroundings. If there's a river or a stone arch bridge on the route pictured, you're likely to find a photo of an Amtrak train passing, caught at just the right moment.

There are separate sections of the book for different parts of the Northeast Corridor, for the BROADWAY and NATIONAL, for the Empire Service, etc. Accompanying the photos are capsule historical and operational summaries concerning the particular area of Eastern Amtrak operations. This text is readable and well-done. The publisher notes that this is the fourth in a series of photo essays on American railroading. The earlier ones are available at $4 each. Publisher is Railroad Heritage Press, 424 West 33rd Street, Floor 7, New York NY 10001. The books are also available at book stores and hobby shops.

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